RTIP ID# *(required)* RIV070710

Project Description *(clearly describe project)*
To address traffic safety and vehicle delay issues at the intersection of Indian Canyon Drive at Tamarisk Road in the City of Palm Springs (City), the City proposes to install a new traffic signal. There is currently no signal at this intersection.

Type of Project *(use Table 1 on instruction sheet)*
Intersection Signalization

County	**Narrative Location/Route & Postmiles** Indian Canyon Drive at Tamarisk Road **Caltrans Projects – EA#** 08-925040
Riverside	

Lead Agency: County of Palm Springs

Contact Person	**Phone#**	**Fax#**	**Email**
Marcus Fuller	760-323-8253		Marcus.fuller@palmsprings-ca.gov

Hot Spot Pollutant of Concern ***(Check one or both)*** **PM2.5** **PM10** x

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X	**CATEGORICAL EXCLUSION (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**OTHER**

Scheduled Date of Federal Action: April 30, 2008

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	Aug. 2007	April 2008	April 2008	July 2008
End	April 2008	June 2008	April 2008	Oct. 2008

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the proposed project is to address traffic safety and vehicle delay issues at the intersection of Indian Canyon Drive at Tamarisk Road.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The existing land uses within the vicinity of the project intersection include residential and commercial structures. There are no large generators of diesel truck traffic within the project area.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
No Build: LOS F, Total AADT = 12,300, Truck AADT = 947 (7.7%), Year 2007, Along Indian Canyon Drive

Build: LOS A, Total AADT = 12,300, Truck AADT = 947 (7.7%), Year 2007, Along Indian Canyon Drive

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
No Build: LOS F, Total AADT = 18,100, Truck AADT = 1,394 (7.7%), Year 2025, Along Indian Canyon Drive

Build: LOS A, Total AADT = 18,100, Truck AADT = 1,394 (7.7%), Year 2025, Along Indian Canyon Drive

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
No Build: LOS F, Total AADT = 740, Truck AADT = 57 (7.7%), Year 2007, Along Tamarisk Road

Build: LOS A, Total AADT = 740, Truck AADT = 57 (7.7%), Year 2007, Along Tamarisk Road

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
No Build: LOS F, Total AADT = 1,100, Truck AADT = 85 (7.7%), Year 2007, Along Tamarisk Road

Build: LOS A, Total AADT = 1,100, Truck AADT = 85 (7.7%), Year 2007, Along Tamarisk Road

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
See attached analysis

Comments/Explanation/Details *(attach additional sheets as necessary)*
See attached analysis

Particulate Matter (PM_{10} and $PM_{2.5}$) Analysis

The proposed project is within a nonattainment area for federal PM_{10} standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

i. The proposed project is not a new or expanded highway project. The proposed project is an intersection signalization project that does not increase the capacity of Indian Canyon Drive or Tamarisk Road. This type of project improves intersection operations and safety by reducing traffic congestions and improving turning movements. Based on the *Rael Development Traffic Study* (RK Engineering Group, May 2006), the traffic volumes along Indian Canyon Drive and Tamarisk Road would not exceed the 125,000 average daily traffic trips threshold for a POAQC. In addition, the traffic volumes would not exceed the eight percent or 10,000 vehicle thresholds for total truck AADT for a POAQC. The future traffic volumes along Indian Canyon Drive and Tamarisk Road are shown in Table A.

ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Study*, the proposed project would reduce the delay and improve the LOS at the project intersection. The LOS conditions with and without the proposed project are shown in Table B.

iii. The proposed project does not include the construction of a new bus or rail terminal.

iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM_{10} violation.

Table A: 2030 Average Daily Traffic Volumes (Total AADT/Truck AADT)

Roadway Link	2007	2025
Indian Canyon Drive north of Tamarisk Road	12,300 / 947	18,090 / 1,393
Indian Canyon Drive south of Tamarisk Road	12,270 / 945	18,070 / 1,391
Tamarisk Road east of Indian Canyon Drive	710 / 55	1,090 / 84
Tamarisk Road west of Indian Canyon Drive	740 / 57	1,110 / 85

Source: RK Engineering Group, May 2006.

Table B: Intersection Levels of Service

Traffic Conditions	A.M. Peak Hour	P.M. Peak Hour
2007 No Build Conditions	D	F
2007 Build Conditions	A	A
2025 No Build Conditions	E	F
2025 Build Conditions	A	A

Source: RK Engineering Group, May 2006.